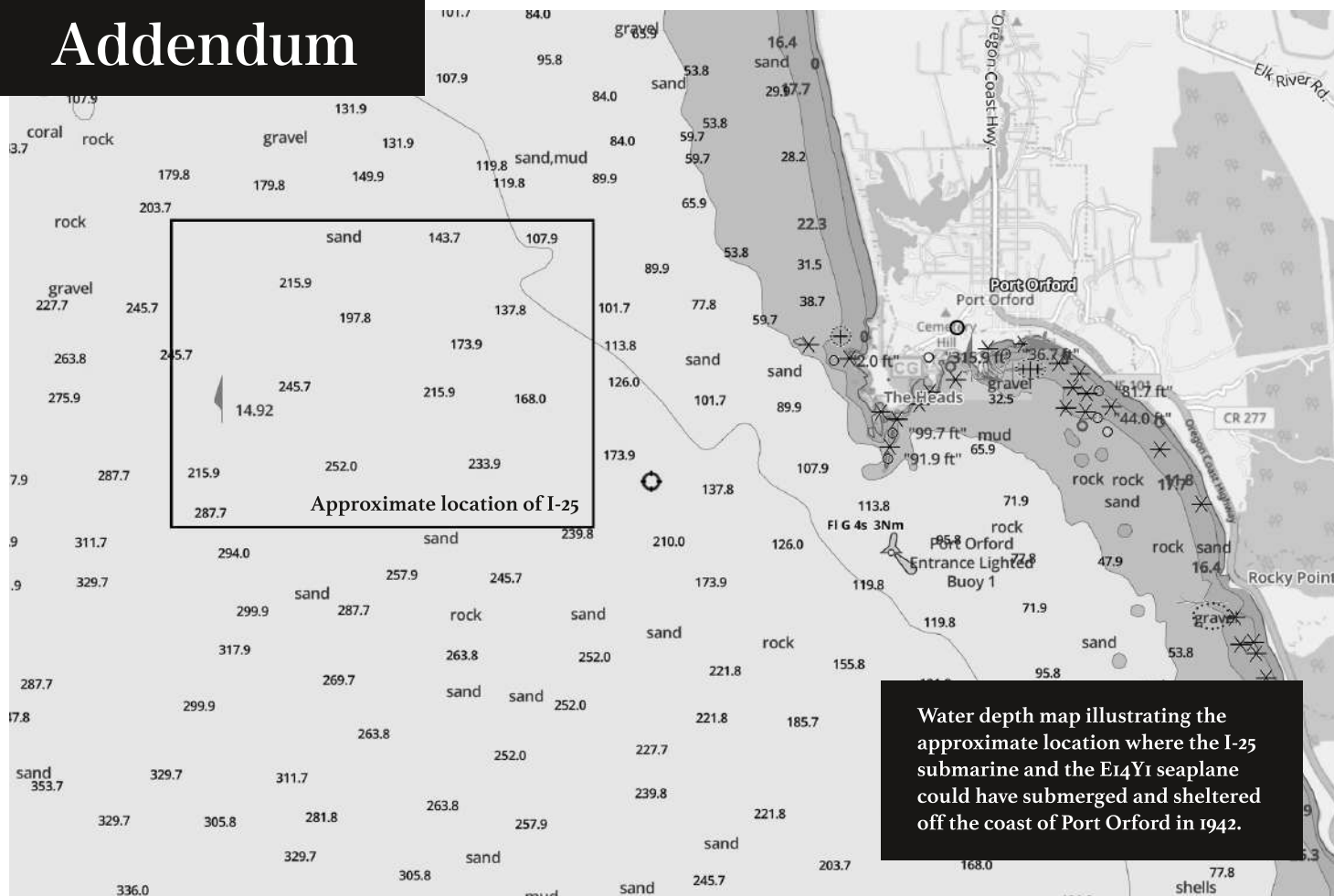


Addendum



In Search of the I-25 and the E14Y1

As this booklet is primarily a recounting of experiences by Leon White, a traditional bibliography is not provided (see our back cover for a link to one on the web). However, we made our best effort to ensure that facts are accurate in the text. Chapter 6, "Port Orford's WWII Era – 1941-1945", focuses on what was a very tense time for the world, and in particular Port Orford, where our area was under attack in what would later be realized as the only known bombing(s) of the continental United States from the air.

In the short course of a month in 1942, three attacks were on or near our coastal shores: 1) on the 9th of September, there was a firebombing attack east of Brookings; 2) on the 29th of September, there was another firebombing attack east of Cape Blanco; 3) on the 5th of October, came the sinking of Larry Doheny off the coast of Cape Sebastian. All three attacks involved an I-25 submarine equipped with a Yokosuka E14Y1 seaplane of special design which could be disassembled and stored on the sub to facilitate stealth attacks.

According to a 1983 account by the E14Y1 pilot, Nobuo Fujita, during the second attack on September 29 the I-25 submarine came under counterattack from the air. The crew dove, while suffering minor damage that could be repaired at sea. What happened next according to Fujita: "Our orders were to keep perfectly quiet and to remain at a depth of 60 and 70 meters until the surface sounds disappeared. When all was quiet above, we crept along the ocean floor and lay on the bottom (of the harbor of Port Orford) until night time." Note that "(of the harbor of Port Orford)" are not his actual words.

If you look at a water depth map of Port Orford, it is entirely possible the I-25 could have spent the night just west of the Port Orford lighted buoy beyond the bay and port. The ocean depth a few hundred yards beyond the buoy is 150 feet and deeper, a reasonable depth to hide. To know that danger lurked that close to our peaceful coastal home gives one pause.

In later years, Fujita made peace with himself and his regretful role in the war by visiting the United States in 1962 when invited by the City of Brookings Jaycees. In 1992, 50 years after the attack, he planted a redwood tree at the site of the bombing east of Brookings.